



RUDDER FLUTTER

Idaho Transportation Department, Division of Aeronautics

To foster, develop and maintain Idaho's aviation programs, facilities and services

VOLUME 43, NO. 3

SUMMER 1997

1997 NORTHWEST MOUNTAIN FAMILY FLY IN SPEAKER SCHEDULE JULY 25-27, 1997 - DRIGGS, ID

Friday, July 25

8:00 a.m. **"Pilot - CFI Briefing"** - John Goostrey,
Safety Program Manager - FAA FSDO - Boise

9:00 - 10:00 a.m.

"Never Again, Part I" - Bob Cathers - Dir,
Special Courses, AOPA Air Safety Foundation

"Pilot Judgement & Decision Making" - Dr.
Jerald Cockrell, Aviation Humorist, Psychologist

"METAR TAF" - Candace Hardt, FAA FSS - Boise

"Introduction to Survival" - SSgt Kevin Wagner -
Ninth Physiological Support Squadron - Beale Air
Force Base, CA

10:30 - 11:30 a.m.

"Never Again, Part II" - Bob Cathers

"Flying Canada - Similarities - Differences"
Moe Baile - Reg Av Sfty Off- Transport Canada

"Mountain Flying, Part I" - Sparky Imeson -
Noted Mountain Flying Author

"Introduction to Survival" - SSgt Kevin Wagner

1:30 - 2:30 p.m.

"Human Factors" - Rogers Shaw - Civil Aero-
medical Institute

"Mountain Flying Part II" - Sparky Imeson

"Operations at Non-Towered Airports" -
Captain Bruce Larner, Delta Air Lines

3:00 - 4:00 p.m.

"METAR TAF" - Candace Hardt

"Colorado Aviation Accidents"
Tom Forchner, Sfty Prgm Mgr, FAA, Denver

"Density Altitude"
Jeanne Lesnik - MT Aero, Frank Lester - ID Aero

6:30 p.m. - Barbecue

8:00 p.m. - **"Albatros to Australia"** - Driggs to
Perth presented by Dr. Rich Sugden and the crew
of N3HU

Saturday, July 26

8:00 a.m. **"Pilot - CFI Briefing"** - John Goostrey

9:00 - 10:00 a.m.

"Never Again, Part I" - Bob Cathers

"Training for a Space Shuttle Flight" - Dave
Marquart, Teacher in Space

"Density Altitude" - Jeanne Lesnik/Frank Lester

"Survival Medicine" - SSgt Kevin Wagner

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ADMINISTRATOR'S COLUMN

By Bart Welsh

BACKCOUNTRY COURTESY

As spring arrives, many of our hearts and souls go to the fun of flying in Idaho's wonderful backcountry. For many of us this is the apex of our flying throughout the year. We look forward to it during the long, cold winter months. We must recognize that all of our backcountry strips are in a very sensitive position. There are groups and individuals that are working against us with a not-so-subtle goal of preventing airplanes from traveling in the backcountry and ultimately closing many of our favorite places to fly. Listed here are some tips on how to use the airstrips professionally and minimize providing anyone with ammunition to use against us:

1. Plan your trip carefully. Learn about the area. Many of the strips are not open until late in the summer due to soft ground. Be careful of these strips. One landing on a soft strip creates ruts. When the rains come these ruts become run-off and sufficient run-off can cause enough damage to close a strip. The 135 operators running out of Challis, McCall, Salmon, and Cascade are all able to provide the latest information on the backcountry strips.

2. Monitor your travel on 122.9. **Listen**, do not chat. This is a frequency that is utilized for information about flying into the backcountry. It is literally the lifeblood of those of us flying back there. Our position reports let other aircraft know where we are, and are reminders of the area we are flying in case a search needs to take place.

3. Use common sense. Stay to the right in canyons. Keep altitude above floaters in the rivers. In general, be sensitive to the noise you are making as you overfly primitive areas.

4. Although learning how to fly safely into Idaho's backcountry airstrips is important, when you are just out for fun, avoid multiple take-offs and landings from the same airstrip. This simply adds ammunition for those people professing that we are making un-

necessary noise and disturbances in the backcountry.

5. Upon landing, move your aircraft off the landing area and tie it down in the designated areas. We must keep these areas free of debris. Look around, can you help by hauling out any trash that someone left behind? Leave the area looking better than when you arrived. Is there anything you can do? Join a work party or get involved in the Adopt-An-Airport Program.

6. Spread the word to all pilots. Proper, professional flying will allow us to maintain this privilege we enjoy.

7. Remember the capabilities of yourself and your aircraft.

Be careful! Have a wonderful summer and enjoy the most unique experience in the entire country - flying Idaho's backcountry.



See you in Driggs!

**Driggs temporary tower frequency:
Local - 126.4, Ground - 121.65.**

**For the latest information check out this
web site: [http://www.faa.gov/fsdo/
slcfsdo/driggs.htm](http://www.faa.gov/fsdo/slcfsdo/driggs.htm)**

IDAHO TRANSPORTATION DEPARTMENT

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**Division of Aeronautics, 3483 Rickenbacker Street/P.O.
Box 7129, Boise, ID 83707-1129 (208) 334-8775**

Website: <http://www.state.id.us/itd/aerohome.htm>

Editor of *the Rudder Flutter*, Frank Lester

11TH ANNUAL NORTHWEST MOUNTAIN FAMILY FLY-IN JULY 25-27, 1997

This year the Northwest Mountain Family Fly-In will be held in the beautiful Teton Mountains. This special event will take place on July 25-27, 1997, in **Driggs**, Idaho (approximately 50 miles east of Idaho Falls).

With your help, this will be, not just a good fly-in, or a fun family get together, or a great safety event, but all of these. There will be a variety of top-notch safety lectures, a Saturday night banquet and keynote speaker, aircraft displays, and fly-bys (Just check out the schedule on pages one and six). The Federal Aviation Administration (FAA) will again offer the WINGS (Pilot Proficiency Awards) Program, where pilots can receive **three hours of free flight instruction from volunteer flight instructors**. In the PACE (Pilot Aircraft Courtesy Evaluation) Program, you will have the opportunity to receive a voluntary courtesy evaluation of your aircraft and a flight evaluation with an FAA inspector. All of these seminars and programs count towards your Idaho Safe Pilot Program points too!

The Teton Peaks/Driggs Reed Memorial Airport (U59) is located one mile North of the town of Driggs. With Yellowstone and Teton National Parks just a short drive away, and local activities like swimming, backpacking, horseback riding, mountain biking, fishing, glider rides, river rafting, and more, this could rival any vacation you have ever dreamed of.

This year's event is co-sponsored by the Federal Aviation Administration Northwest Mountain Flight Standards Division (ID, MT, UT, CO, WY, WA), Montana Division of Aeronautics, and the Idaho Division of Aeronautics. This is the only FAA sponsored fly-in! For more information please contact John Goostrey or Chuck Knipple, FAA, at 1-(800)-532-0268 or check out the website listed on page 2!

LODGING IN AND AROUND DRIGGS

Rooms available in the Driggs area are limited. We suggest that you make your reservations at the earliest opportunity!

Motels, Lodges, Bed and Breakfast (B&B), RV Parking in Driggs:

Best Western Teton	800-252-2363
Grand Valley Lodging	800-746-5518
Intermountain Lodge	208-354-8153
Larson's RV Park	208-354-2205
Pines Motel-Guest Haus	800-354-2778
Teton Creek B&B	208-354-2584
Teton Sunrise Inn B&B	208-456-2777
Teton West Super 8	800-800-8000
Three Peaks Inn B&B	208-354-8912
Willowpine B&B	208-354-2735

Lodging in surrounding towns:

Irwin, ID

Swan Valley B&B	800-241-7926
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Tetonia

Tetonia Mountain View Inn	800-625-2232
Teton Ridge Ranch	208-456-2650

Alta, Wyoming

Alta Lodge B&B	307-353-2582
High Country Comfort	307-353-8486
Grand Targhee Ski	800-TARGHEE
Teton Teepee Lodge	800-353-8176
Wilson Creekside Inn	307-353-2409

Victor, ID

Refuge B&B	208-787-2828
Rendezvous Guest	208-787-2906
Timberline Motel	800-711-4667
Trails End Motel	208-787-2973

There is a full service FBO located at Driggs: Teton Aviation Center, P.O. Box 869, Driggs, ID 83422. Phone (208) 354-3100, FAX (208) 354-3200. They offer jet fuel and av gas, full maintenance, aircraft rental, flight instruction, and scenic flights. For a list of other Idaho FBOs please check your **Idaho Airport Facilities Directory**. Additional copies can be purchased at the Division of Aeronautics office, for info. call (208) 334-8775.

1997 AIRPORT GRANTS

The Idaho Transportation Board, upon the recommendation of the Aeronautics Advisory Board, approved state grants to 20 municipal airports for FY 1998 totaling \$488,623. Projects marked with an asterisk provide match for FAA funded projects; on all other costs will be shared by the Division and the local airport authority.

<u>AIRPORT</u>	<u>DESCRIPTION</u>	<u>GRANT AMOUNT</u>
American Falls	Rehabilitate Medium Intensity Runway Lighting System	\$10,500
*Blackfoot	Overlay runway, construct apron, install gate, and PAPI	19,422
Boise	Airport development projects	88,000
Buhl	Pave hangar, taxiway, and crack seal	18,314
*Caldwell	Sealcoat hangar, taxiway, and apron	10,000
*Coeur d'Alene	Update Master Plan, construct hangar, taxiway, and apron fence, acquire land	50,142
Cottonwood	Install Medium Intensity Runway Lights	17,000
Craigmont	Rehabilitate runway	14,500
Gooding	Construct hangar, taxiway	8,500
*Grangeville	Rehabilitate tie-down, apron, relocate segmented circle, construct taxiway, and fence	15,800
Hailey	Airport development projects	22,400
Idaho Falls	Airport development projects	30,400
Lewiston	Airport development projects	22,400
Moscow-Pullman	Airport development projects	22,400
*Nampa	Rehabilitate apron and acquire land	30,275
Pocatello	Airport development projects	22,400
Rexburg	Crack seal, fog seal, and remark pavements	22,250
*Salmon	Environmental assessment for runway extension	1,520
*Soda Springs	New airport Phase II	20,000
Twin Falls	Airport development projects	22,400
Various Inventory Restock/Small Projects		<u>20,000</u>
TOTAL		\$488,623

Safety/Education

Hello, I am **Frank Lester**, the new Idaho Aeronautics Safety/Education Coordinator. Some of you know me, but most of you do not. I have been in aviation nearly 30 years and have been active in various capacities in both the military and civilian aviation communities. I firmly believe it is up to all of us to get "the word" out, not only to increase safety awareness but also, to increase interest in aviation as a career.

Your thoughts are welcome and I look forward to the opportunity to work with everyone in the aviation community. I can be reached at (208) 334-8780 or flester@itd.state.id.us - do not hesitate to

call /e-mail if you have questions, suggestions, or just wish to "hangar fly". Stop by and chat; I hope to meet as many of you as possible and as often as possible.

With that thought in mind, I am looking for suggestions to spruce up the ole 'Flutter'. This is a very important tool available to us for exchanging aviation news, ideas and promoting safety. I am looking for inputs, suggestions, ideas, comments, news - anything that you think will help the Rudder Flutter better suit the needs of the flying community. Let me know what you are thinking.

Thanks for listening and I look forward to hearing from each of you.

VOLUNTEERS SOUGHT TO HELP REPAIR CHAMBERLAIN AIRSTRIP

Volunteer help is needed once again to help maintain airstrips located in the Frank Church-River of No Return Wilderness. "For 1997 the focus will be on the replacement of a culvert that frost heaved out of the ground on the Chamberlain Airstrip in 1996," said Fred Dauber, Krassel District Ranger. "As the culvert is now, taxiing from the east/west strip to the north/south is not possible." No dates have been set but work is expected to commence in July or August and will entail an entire weekend. If you are interested in participating or would like further information on this project, please contact Glenn Johnston or Sam Hescocock, at (208) 634-0610.

WHAT TO DO IF YOU SPOT SMOKE!

While there is no way to predict the severity of the coming fire season, we do know there will be some fire activity and there are actions you can take that can help. Here are a few suggestions:

- If you spot smoke, the best course of action is to note the general area, i.e. the head of Pistol Creek, 10 miles South of Banks. When you arrive at your destination, call the local Forest Service Dispatch office and let them know.
- Please, **DO NOT** fly over to investigate or pinpoint the location. Chances are that if you saw it, so did others. Resources such as smokejumpers, helicopters, airtankers, leadplanes, or a combination of all, could be enroute or overhead.
- If the smoke column is large, give it wide berth. There could be an airspace restriction in place, in addition to fire suppression related aircraft.
- If the smoke column is small and you feel it has not been reported and has the potential to grow rapidly, you could try to reach a Forest Service aircraft on 122.9 or report it to Flight Service.

All Forest Service aircraft are instructed to monitor 122.9 when flying in the backcountry. Most of the time, this occurs. However, if you can not reach someone, please be patient.

We all want to accomplish the same thing: to safely accomplish our mission and share the airspace with our neighbors. If you have any comments, criticism, need information, or even have compliments, please call the Payette National Forest office in McCall, (208) 634-0365.

CALENDAR OF EVENTS

JULY

- 9-12 Idaho Mt. Flying Seminar. McCall, ID. Lyn Clark, (208) 634-5434.
- 9-13 Northwest EAA Fly-In. Arlington, WA. (360) 435-5857.
- 16-20 Idaho Mt. Flying Seminar. McCall, ID. Lyn Clark, (208) 634-5434.
- 24 Aeronautics Advisory Board Meeting. Idaho Falls, ID. Division of Aeronautics, (208) 334-8775.
- 25-27 Northwest Mountain Family Fly-In. Driggs, ID. Fantastic time planned! John Goostrey/Chuck Knipple 1-800-453-0001.

- 30- 45th Annual Oshkosh Fly-In.
- 8/5 Oshkosh, WI. (414) 426-4800.

AUGUST

- 2 4th Annual Blackfoot Airport Appreciation Day and Pride Days Celebration. Blackfoot, ID. (208) 785-2727. **DUE TO FLOODING IN EASTERN IDAHO THIS EVENT WAS MOVED FROM JUNE 28TH!!**
- 2-3 IAA Fly-In at Johnson Creek. Dennis Colson, (208) 378-4181.
- 9 Top Fun Flyers Weiser Fun Fly/Poker Run, Weiser, ID. Don Milbourn, (208) 467-5840.
- 22-24 IAA Northwest Fly-In. Idaho, Washington, and Oregon Pilots Associations. Lewiston, ID. Johnny Stewart, (208) 476-4647.

**DRIGGS SCHEDULE CONTINUED
FROM PAGE 1**

10:30 - 11:30 a.m.

"Never Again, Part II" - Bob Cathers

"Mountain Flying, Part I" - Sparky Imeson

"Operations at Non-Towered Airports" -
Captain Bruce Larner

"Survival Food" - SSgt Kevin Wagner

1:30 - 2:30 p.m.

"GPS, Part I" - Bob Cathers

"Mountain Flying Part II" - Sparky Imeson

"Learn from the *Mistakes* of Others" - Moe Baile

3:00 - 4:00 p.m.

"GPS, Part II" - Bob Cathers

"Aircraft Performance at High Density Altitude" - John Lowrey, PhD, Flight Physics

"Short Field Landing in Downtown Atlanta" -
Dr. Jerald Cockrell

6:30 p.m. - Banquet

8:00 p.m. **"Onward & Upward"** - Scott Crossfield-
Test Pilot

Sunday, July 27

9:00-10:00 a.m.

"Onward & Upward" - Scott Crossfield

"Operations at Non-Towered Airports" - Cap-
tain Bruce Larner

**"Aircraft Performance at High Density
Altitude"** - John Lowrey

"Survival Kits" - SSgt Kevin Wagner

10:30 - 11:30 a.m.

"Stall Spin" - Bob Cathers

"METAR TAF" - Candace Hardt

"Spatial Disorientation" (chair) - Rogers Shaw

*****SCHEDULE SUBJECT TO CHANGE
WITHOUT NOTICE***

**IDAHO DIVISION OF AERONAUTICS
3483 RICKENBACKER/P.O. BOX 7129
BOISE, ID 83707-1129**

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